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THE**REA****LINEMAN**

RURAL ELECTRIFICATION ADMINISTRATION

U. S. DEPARTMENT OF AGRICULTURE

Department of Agriculture

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**FIRE PREVENTION
WEEK TIME TO CHECK
ON YOUR EQUIPMENT**

Reduction of losses through fire is now a patriotic duty, President Roosevelt asserted in a proclamation setting October 4 to 10 as Fire Prevention Week.

"Any loss of human life, any interference with production, any loss of critical materials hinders and impedes our war effort," the proclamation states, and goes on: "Uncontrolled fire, even in normal times, is a national menace. It kills or disables thousands of our people and destroys a significant portion of our national wealth each year. Today, when every machine is being taxed to its fullest productive capacity, when new hands are working with unfamiliar tools, and when agents of our enemies are seeking to hinder us by every possible means, it is essential that destructive fire be brought under stricter control in order that victory may be achieved at the earliest date."

The President urges that
(Turn to **FIRE** page 3)

**INTERESTING PROGRAM
SET FOR SUPERVISORS**

An interesting and valuable program is being arranged for the Supervisors' Conference in St. Louis during the week of October 19. A large attendance is expected. Those States which have not yet been heard from are asked to report at once. All State Safety and Job Training Supervisors and others interested in safety are invited.

**GIVING A HAND TO HITLER****NO TRICK TO ELIMINATING ACCIDENTS,
FORTUNE MAGAZINE ARTICLE STATES**

"There's no Trick to Eliminating Accidents," is the title of an article in a supplement on "Death on the Working Front" to a recent issue of the magazine, Fortune. The article is a splendid statement on the practical, common sense, workable fundamentals of an accident-prevention program. It is recommended that this short digest of the article be made **MUST** reading for all directors, superintendents, linemen, and safety engineers.

The article starts out with

the assertion that "the sole prerequisite to reducing industrial accidents is the management's desire to do so." The success of a safety program is in direct proportion to the "management's desire" to make it succeed. Management **CAN PREVENT ACCIDENTS** - if it will.

All programs, the author continues, are based essentially on the "Three E's" - Education, Enforcement, Engineering. The order of the "E's" might best be

(Turn to **TRICK** page 3)

Published Monthly in the Interest of Safety
for Employees of REA Systems

David A. Fleming, Editor

BLOW YOUR HORN!

There were more fatal accidents in the single month of August 1941 than there were in the first eight months of 1942. In comparison with last year, **ONE LIFE HAS BEEN SAVED APPROXIMATELY EVERY THREE WEEKS** this year.

Do you realize what this means to workers? To their families? To your co-op?

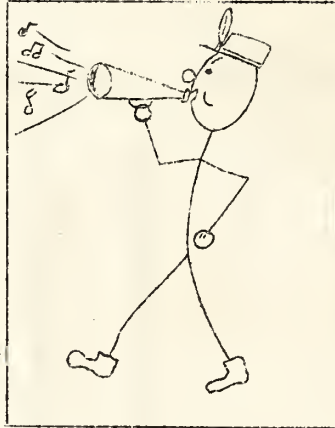
It is a record of which **YOU** may be proud. **YOU** have made it. It is something you can show the skeptics - those who doubt the value of the safety program, and who believe an accident is an accident and will happen regardless of what is done to prevent it.

We suggest that this article be read at the next meeting of your co-op Board. Let every member know what the safety program is doing. This is what the Board is spending money for in the Safety and Job Training program.

Last December the "REA Lineman" started the campaign to get linemen to wear rubber gloves when at work on energized lines, and to install protective grounds when at work on de-energized lines. These two simple practices would practically eliminate electric shock accidents - our greatest accident problem. This year electric shock accidents have been *reduced 58 percent*. Fatal accidents caused by electric shock have been *reduced 64 percent*. We'll blow your horn for you, we want to call everyone's attention to those facts, especially the attention of those who have wandered from the flock, and get them back into the fold.

But the victory is not yet won. Accidents **CAN BE PREVENTED**, but we must have the cooperation of everyone. September and October are *electric shock months*. You must continue to wear rubber gloves or install protective grounds. **There** are some who still feel rubber gloves are not necessary. Yet in **EVERY FATAL ACCIDENT** this year, the **BURNS WERE ON THE HANDS**. Those who have confidence in the safety program must continue their confidence. Those who doubt - remind them: **ONE LIFE SAVED EVERY THREE WEEKS**.

SAVE MAN-POWER FOR WAR-POWER



THEY MIGHT HAVE BEEN AVOIDED

1. A superintendent was assisting in restoring service that had been interrupted by a storm. While climbing a pole, his hooks cut out, and he fell about 12 feet to the ground. He suffered a broken knee.

2. A lineman was coming down from a tree after trimming it, when a lower limb broke. He fell and spurred one of his legs above the ankle.

3. A lineman with three years' experience - one year climbing - ascended an A-5 pole to assist the head lineman, and grasped the neutral dead-end clevis for support while he fastened his safety belt. Something happened, causing him to jump. When help came, it was found that one end of his safety strap was snapped on the primary conductor, that his left hand grasped the neutral, and that he had suffered **BURNS ON BOTH HANDS**. He was lowered, and resuscitated. At the hospital doctors amputated his left hand.

4. Two linemen were using hot line tools to replace an insulator on an angle pole with considerable rake. The upper man slipped, spurring the hand of the man below.

5. See Discussion Case #8.

6. A mobile plant operator suffered a painful injury when he slipped and fell over a suspended chain.

7. Eye irritation, caused by sawdust while he was sawing tree limbs, cost a lineman loss of a day's work. The superintendent reports that goggles are now provided.

8. A maintenance helper, lifting a pole, strained his back.

(This is one of a series. Discuss it at your safety meeting and send your comments to the editor.)

A system had been having too many outages on one section, and had been unable to locate the trouble. It was decided to install some temporary 2-shot cutouts. One of the locations selected was on what had originally been the location of a dead-end transformer.

The second lineman opened the door of a closed type cutout with a hot stick and told the head lineman he had done so. The head lineman then intended to remove the jumper from the cutout to the hot bushing of the transformer. He reached up and struck the jumper with the side of his right hand and suffered **BURNS ON HIS HAND** and left leg.

The report of the accident reads: "The cutout evidently was defective and was leaking. As usual, and contrary to orders, the gloves were on the truck." The injured lineman had 24 years' experience at line work.

The accident shows another way that supposedly dead wires become energized. Although it is unusual for wires to become energized through defective equipment, IT CAN, AND DOES, HAPPEN. It again proves that PRIMARY WIRES SHOULD BE CONSIDERED ENERGIZED UNLESS PROTECTIVE GROUNDS CAN BE SEEN FROM THE WORKING POSITION. It further proves that RUBBER GLOVES SHOULD BE WORN REGARDLESS OF THE WORK TO BE PERFORMED ON THE POLE if protective grounds cannot be seen from the working position.

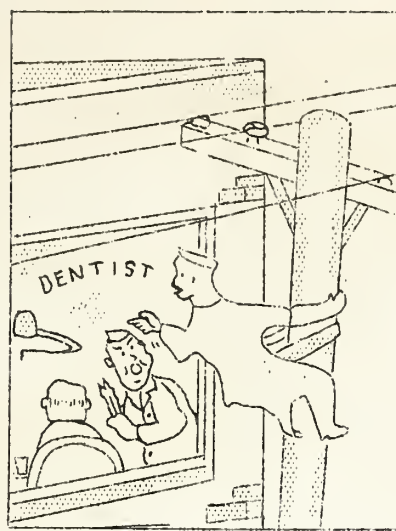
Rubber gloves or protective grounds will eliminate practically all electric shock accidents. REMEMBER: THE BURNS WERE ON THE HANDS!

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BUY MORE BONDS

FOR MORE BOMBS!

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"Loan me your pliers a minute, Doc - I dropped mine."

REA CHICAGO SAFETY LUNCHEON OCTOBER 29

The REA luncheon at the National Safety Congress at Chicago will be held at Hotel Sherman, October 29, at 12:15 p.m. Parlor 0 has been reserved for it. If you plan to attend, please let us know in advance. Tickets will be available at the Congress Registration Desk at the hotel, or may be purchased from the REA representatives. The price per plate is \$1.50, and includes the tax and tip.

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FIRE (Continued from page 1)

"prevention of all uncontrolled fires must be our goal," and "earnestly requests the people of the country to give special heed to the importance of taking active measures during that week, and throughout the year."

It is advisable, in line with the President's request, that REA system linemen discuss fire prevention at their next safety meeting, and check their fire-protective and fire-fighting equipment. Information on fire hazards and fire fighting should be passed on to co-op members through the newsletters. The work should not stop with the close of Fire Prevention Week, but should be continued throughout the year.

changed to Engineering, Education, Enforcement. After expanding on engineering, the article sums up in the last paragraph: "Smart engineering such as this, is, after all, the only universally satisfactory way to deal with the safety problem." The problem might then be attacked from that angle first. If something can be made safe by a change in design, the question of safety is then settled for all time. A good example of accident prevention, from the design engineering standpoint, is the passenger elevator in a modern building. But design engineering, due to its nature, usually is limited to a long-range program.

Design engineering might be supplemented with method engineering. That is, make the safe way the easiest way. This sometimes involves protective devices, but the fact should not be ignored "that workers are human beings, with human vanities, human desires for comfort, human tendencies to play with the law of averages." There is considerable food for thought there for the "safety engineer."

Use of protective devices and safe methods requires education - the second "E". "Education of the worker to the idea of preserving his own skin is often astonishingly difficult," says the article. "Green men present a simple problem of ignorance, but some old-timers are worse because of their stubborn adherence to old habits, however bad." Various methods of education are described, but they are summed up with: "Education succeeds best when employees are actively represented in the program."

"Stubborn adherence to old habits, however bad," leads to the third "E" - Enforcement. It should be the last resort. It means engineering and education have failed. It is an admission nothing else will do. It is, therefore, sometimes necessary - as a last resort.

SAFETY AND JOB TRAINING

The MICHIGAN committee adopted a plan of Promotion, Organization, and Supervision which should make an excellent "Bible" and work to the satisfaction of everyone.

A few co-ops in OHIO have not yet made their contribution for the second year. Mr. E. L. Heusch, supervisor of the State Board of Vocational Training, is supporting the program to the limit. Co-ops should give him 100 percent support. Ohio did it before and can do it again.

OKLAHOMA is about ready to go. Oklahoma A & M College will sponsor the program through Mr. M. L. Powers, Director of Training and Industrial Education. When a sufficient number of systems have indicated they will participate, a supervisor will be appointed.

We are still looking for a sponsor in INDIANA.

MISSOURI reports progress with its organization.

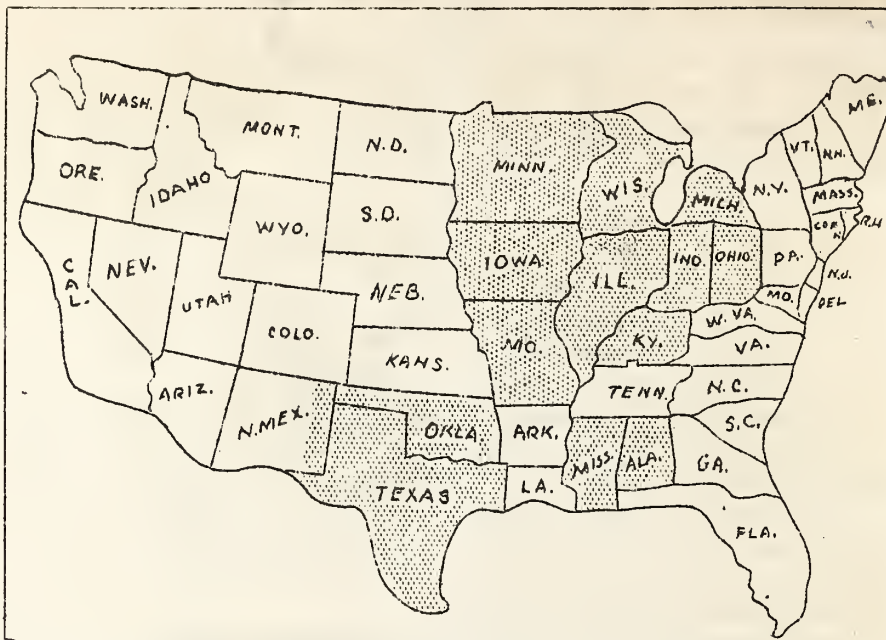
Life has been rekindled in the KENTUCKY program. Please keep us informed on your progress.

The MINNESOTA program is undergoing reorganization to iron out the wrinkles.

Our Field Safety Engineer, after visiting non-participating co-ops in TEXAS, reports that the majority of them have promised to come in. The Secretary reports that only a few checks have been received. If you haven't already sent yours, please do it right now.

Arrangements have been made in ILLINOIS for a tree trimming session. This is an opportunity for linemen to get expert instruction in theory and practice. No linemen should miss it.

Ken Mostoller, WISCONSIN supervisor, has been attending the summer classes of the Wisconsin Schools of Vocational and Adult Education. Mr. John Tepoorten, coordinator of the



The 13 States shaded have a Safety and Job Training program, or are organizing one. They represent approximately 60 percent of the energized miles and consumers on REA systems.

ACCIDENT FREQUENCY ON REA SYSTEMS EIGHTH MONTH

(Disabling injuries per 10,000 miles of energized lines)

REGION	This Year	Last Year
I	1.4	1.7
II	0.3	3.2
III	0.9	3.0
IV	1.1	1.2
V	1.6	3.9
VI	0.3	6.9
VII	0.8	3.3
VIII	1.0	5.4
IX	4.1	3.7
X	2.9	1.9
U.S.	1.3	3.3

schools, has cooperated in making it possible for Mr. Mostoller to attend.

News is wanted from MISSISSIPPI, IOWA, and ALABAMA.

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**DON'T TAKE A CHANCE ON A
GLANCE - INSPECT TOOLS AND
EQUIPMENT THOROUGHLY.**

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**DEFENSE IN THE AIR
Begins On The Ground**

DEMONSTRATIONS GIVEN AT SAFETY MEETING

Ten REA cooperatives were represented by 38 employees at the meeting of the Dairyland Power Cooperative Safety Council (Genoa Division) last month. The meeting was held at Cresco, Ia., under the auspices of the Hawkeye Tri-County Electric Cooperative. Mr. T. L. Davenport, of the REA office in St. Louis attended.

Demonstrations by several of the crews formed the high point of the program. These were followed by a lively discussion and a business meeting.

The Council went on record thanking the Hawkeye Cooperative for its hospitality. Individual members asserted that the meeting was the most interesting and of greater benefit than any to date. It was decided that as many demonstrations as possible be given at all future meetings.

The next meeting is scheduled for November 5, at the Freeborn-Mower Cooperative, at the Dairyland Auditorium, in Genoa, Wis.

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